



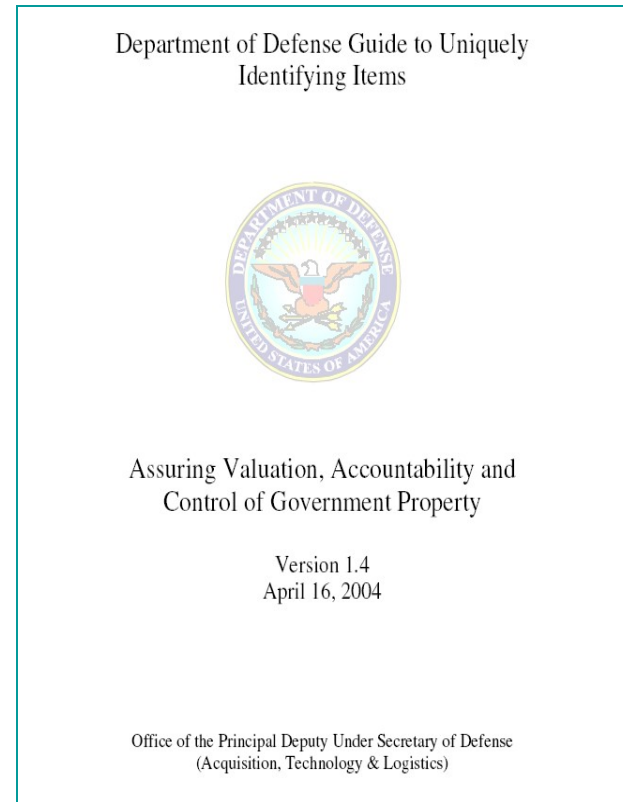
Cargo Helicopters Parts Marking Program



23 February 2005

Why Are We Marking?

- **Compliance with DoD UID policy**
- **Enable C-PME**
 - Asset Management
 - Maintenance Management
 - Configuration Management



<http://www.acq.osd.mil/uid/>



DoD Policy Requirement

- New acquisition starting Jan 04
- GFE starting Jan 05
- Legacy by end CY10

***PMO embarked on UID/AIT
initiative independent of and in
advance of DoD Policy
Publication***



What are We Marking?

- Items over \$5000
- DA Form 2410
- RECAP
- CSI

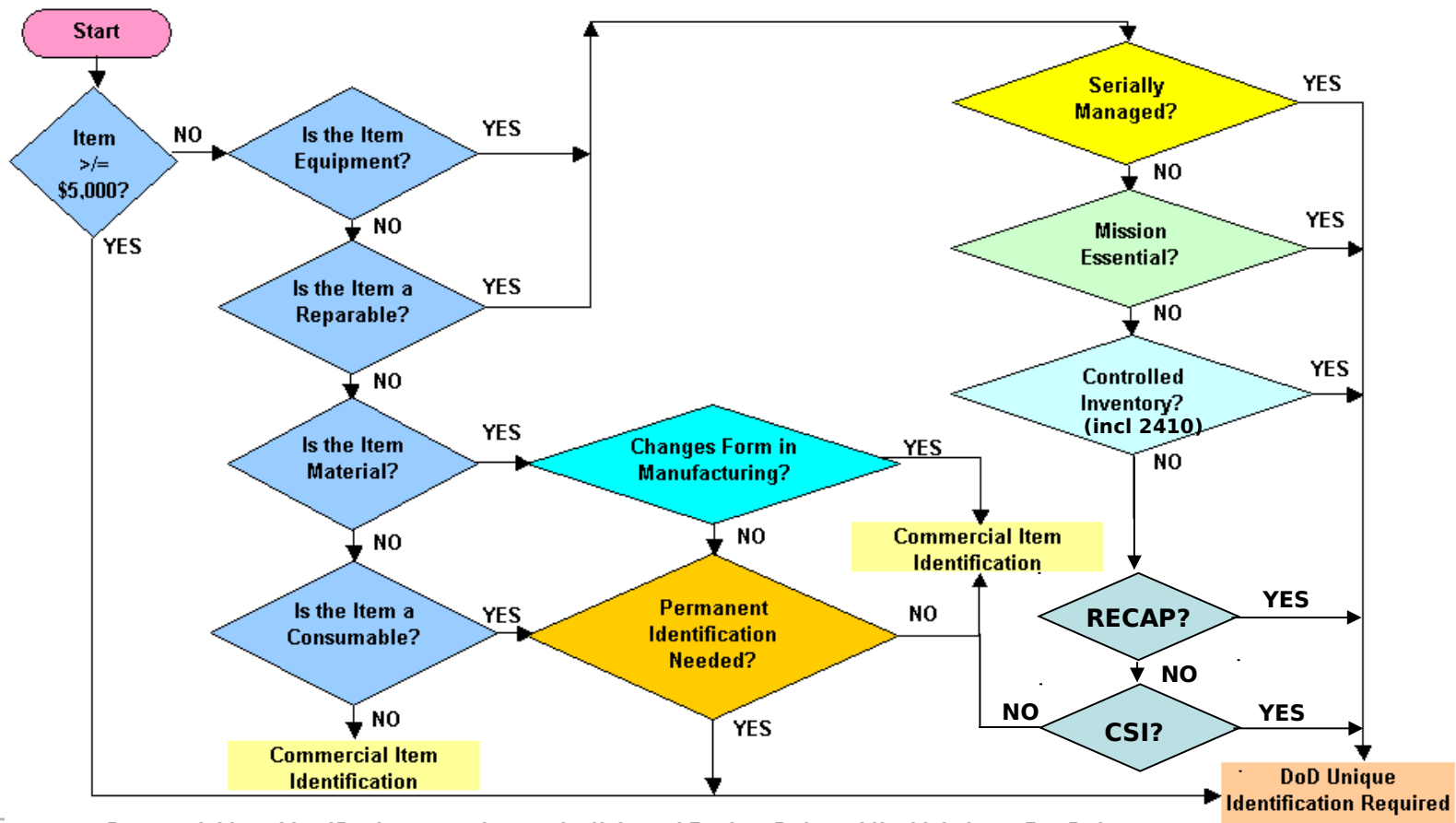
***TOTAL LIST:
~1100***





DoD Unique Identification (UID)

Which Items Require a Unique Identifier



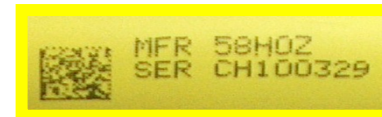
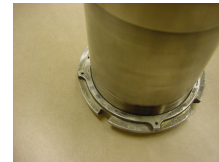
How Are We Marking?

Labels



- **Labels**
- Direct Mark
 - Laser Etch
 - Dot Peen
 - Chem Etch
 - Ink Jet
- Reformatting existing markings (new acquisition)
- Adding a UID label (legacy)

Direct Marking



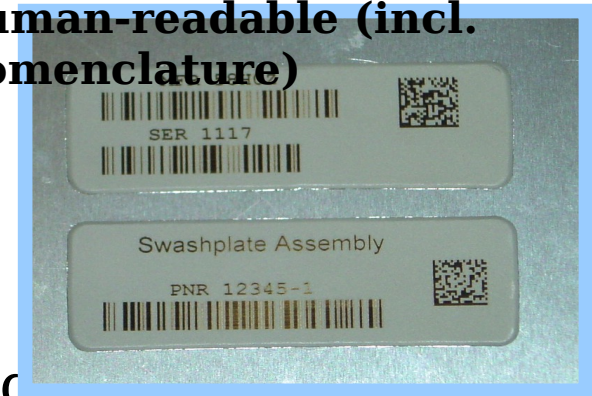
PM Cargo - Construct

#1

- Simpler, 2-data element configuration for UID
- Only current part number on label

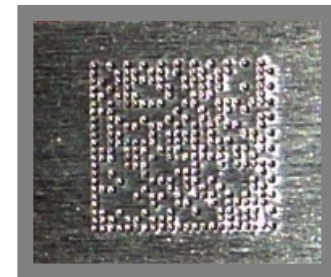
- Real-estate permitting:
 - 2D machine-readable
 - Human-readable
 - Linear machine-readable
 - UID on one label
 - Current part number on second label

Linear and 2D machine-readable and human-readable (incl. nomenclature)



- Limited real-estate:
 - 2D machine-readable only

2D machine-readable only

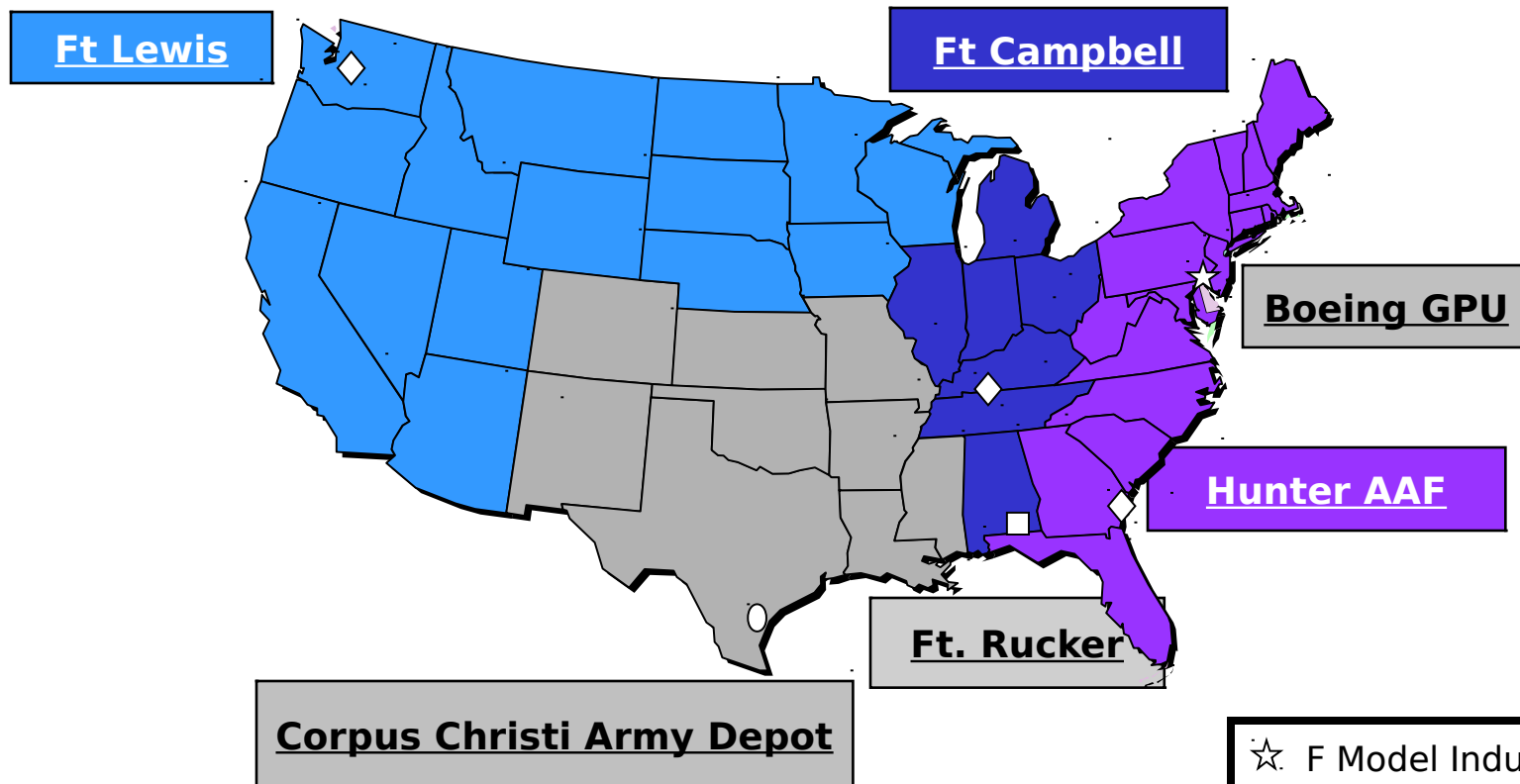


Where are we Marking?

- **Vendor Marked at Source (New Acquisition)**
 - New Build
 - CAAS
 - 714 Engine
 - All New Solicitations
- **Opportunistic Parts Marking (Legacy)**
 - Reset
 - Campbell
 - Lewis
 - HAAF
 - Secondary sites as required
 - PBL
 - Rucker
 - F Induction
 - Boeing Government Property Unit (GPU)
 - Recap/OCM
 - CCAD



LEGACY OPM Sites



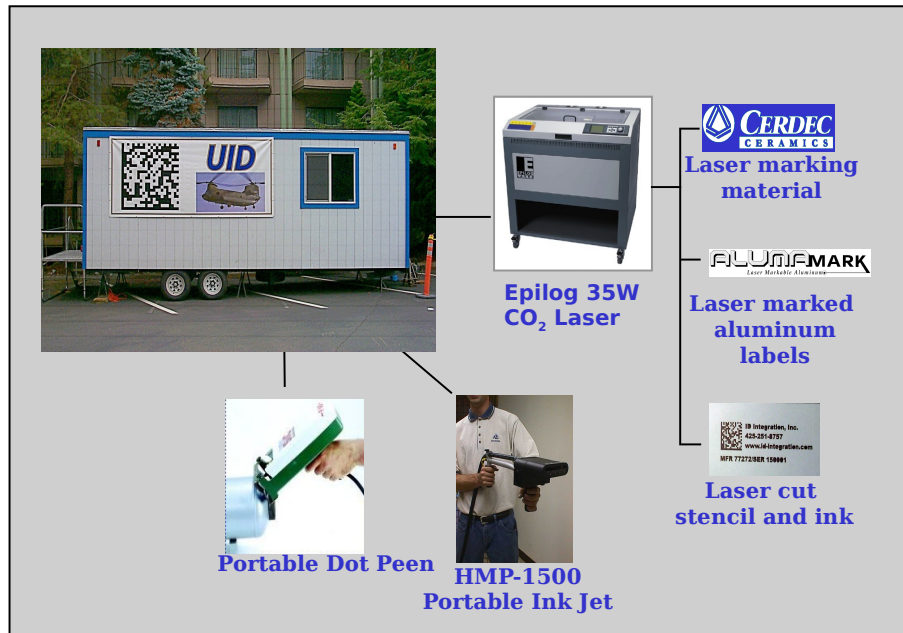
- ☆ F Model Induction
- ◇ Reset Site
- Recap Site
- PBL Site



LEGACY

OPM Mobile Package

- Provide on-site capability to mark approved parts/assemblies
- Dedicated equipment usage personnel



Labels



Direct Marking



LEGACY

Opportunistic Parts Marking

- **Schedule**

- RESET Aircraft coming back from SWA over next 3 years
- CH-47F Remanufacture Program
- PBL at Ft Rucker over next five years
- Recapitalization/OCM at CCAD
- Capability at Boeing GPU

- **Funding**

- \$1.2M annual UFR sustainment cost (4 OPM Field Agents, Supplies, PMMS S/W Lease)



LEGACY

Opportunistic Parts Marking

- **Status**

- Instructions completed & approved for 136 label item
 - Ongoing workshops will develop instructions for all items
 - MEOs will be completed for depot marking procedures
 - ~80 additional approvals w/in ~90 days
- OPM Mobile Packages (Trailers)
Fielded/Operational
- Coordination between PMMS
developers/PMO/IMMC for UID data
transmission process



LEGACY

Opportunistic Parts Marking

- **Issues**

- Dynamic policy guidance
 - PM in compliance
 - Exceptions needed
- Unknown workload
- De-marking at CCAD prior to updated MEOs
- PMMS connectivity
- Label durability



NEW ACQUISITION

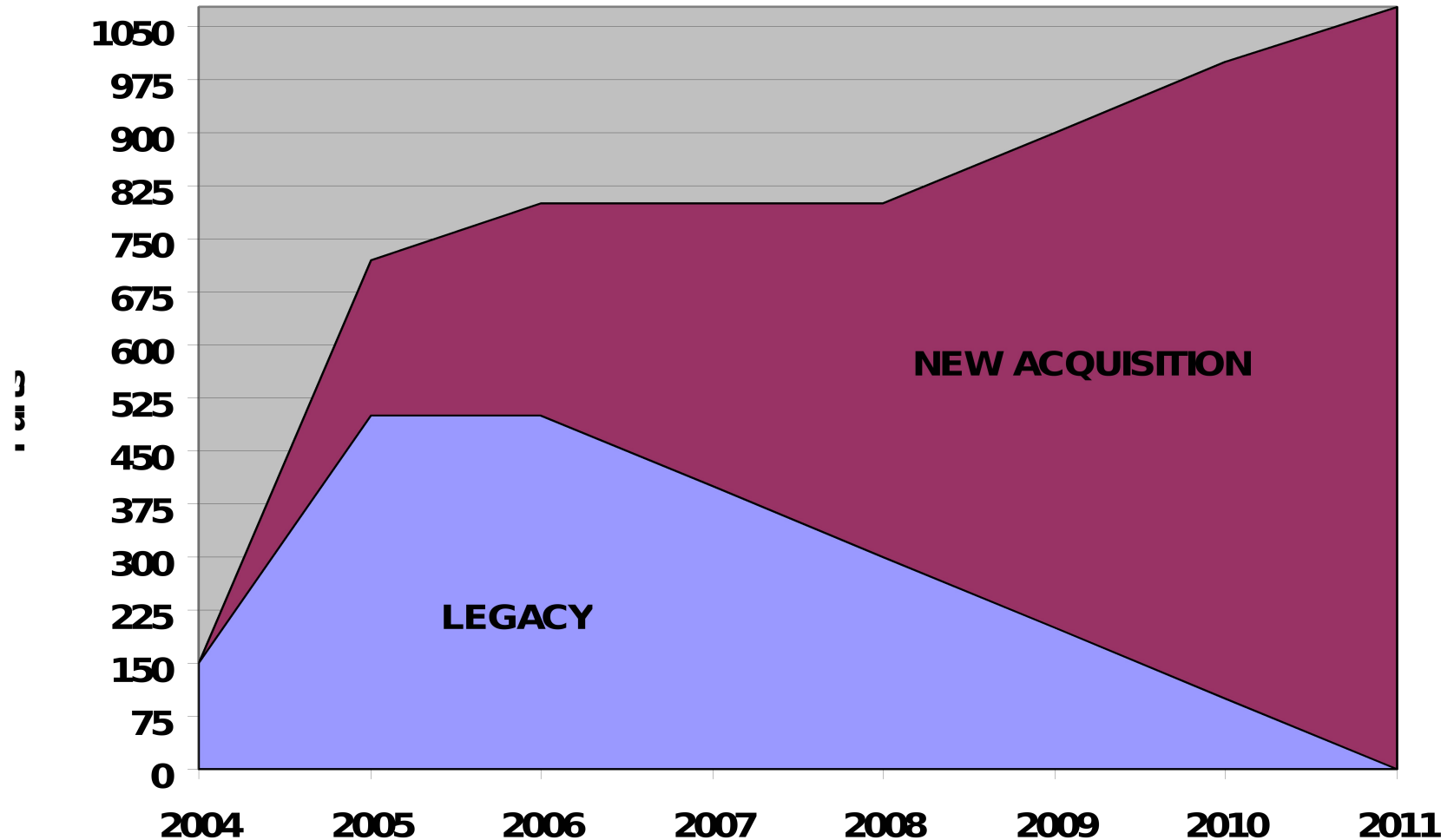
Vendor Marked at Source

- **Issues**

- Contract language
- Cost
- Items to mark (policy vs. common sense)
- Who pays non-recurring? (First to table?)
- Drawing changes
- DLA, CECOM parts



Aggressive Program Schedule



Program Level Issues

- **AIS**
 - UID Issuance
 - UID registration
- **Scanners**
 - Cost
 - Size
 - Performance
- **Coordination among all involved (IMMC, DLA, CECOM, PMs, PEO)**
- **Resourcing**
 - Sustainment
 - Non-recurring



LEGACY OPM Lessons Learned

- **Database Inaccuracies**
- **Label Durability**
- **Multiple Part Numbers**
- **Host Installation Support**
- **Approval Process**



Path Ahead

- Complete Parts Marking Procedures/obtain approval for OPM
- Obtain resourcing for out-years
- Analyze/validate CCAD and GPU OPM processes
- New acquisition compliance



Back-Up



OPM Cost Background

- PM funded initial investment of 5 trailers at a total cost of \$2M
- Recurring cost estimated at \$1.2M
 - Operator Support (4)
 - Supplies
 - Software lease (PMMS)
- Recurring costs are annual fixed costs and are unfunded
- Excess Capacity capability unknown at this time
 - Lessons learned over next 6-12 months will define capacity
 - Anticipate excess capacity



DoD Unique Identification (UID)

Construct #1

- Serialized within enterprise
- UID comprises 2 data elements
 - ✓ Enterprise code number
 - ✓ Unique serial number



Construct #2

- Serialized within part number
- UID comprises 3 data elements
 - ✓ Enterprise code



NEW ACQUISITION

Vendor Marked at Source

- **Schedule**

- Mandated requirement affected 2nd New Build
- First New Build aircraft are being marked with
- Requirement language in Lot 4 SOW

- **Cost**

- In negotiation

